11326/990

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION · U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEAN SERVICE

NAUTICAL CHART 11326
GALVESTON BAY
TEXAS

MERCATOR PROJECTION AT SCALE 1:80,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Charting and Geodetic Services with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

CAUTION

For bascule bridges, whose spans do not open to a full vertical position, unlimited overhead clearance is not available for the entire charted horizontal clearance when the bridge is open, due to the inclinations of the drawspans over the channel.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.828" northward and 0.731" westward to agree with this chart.

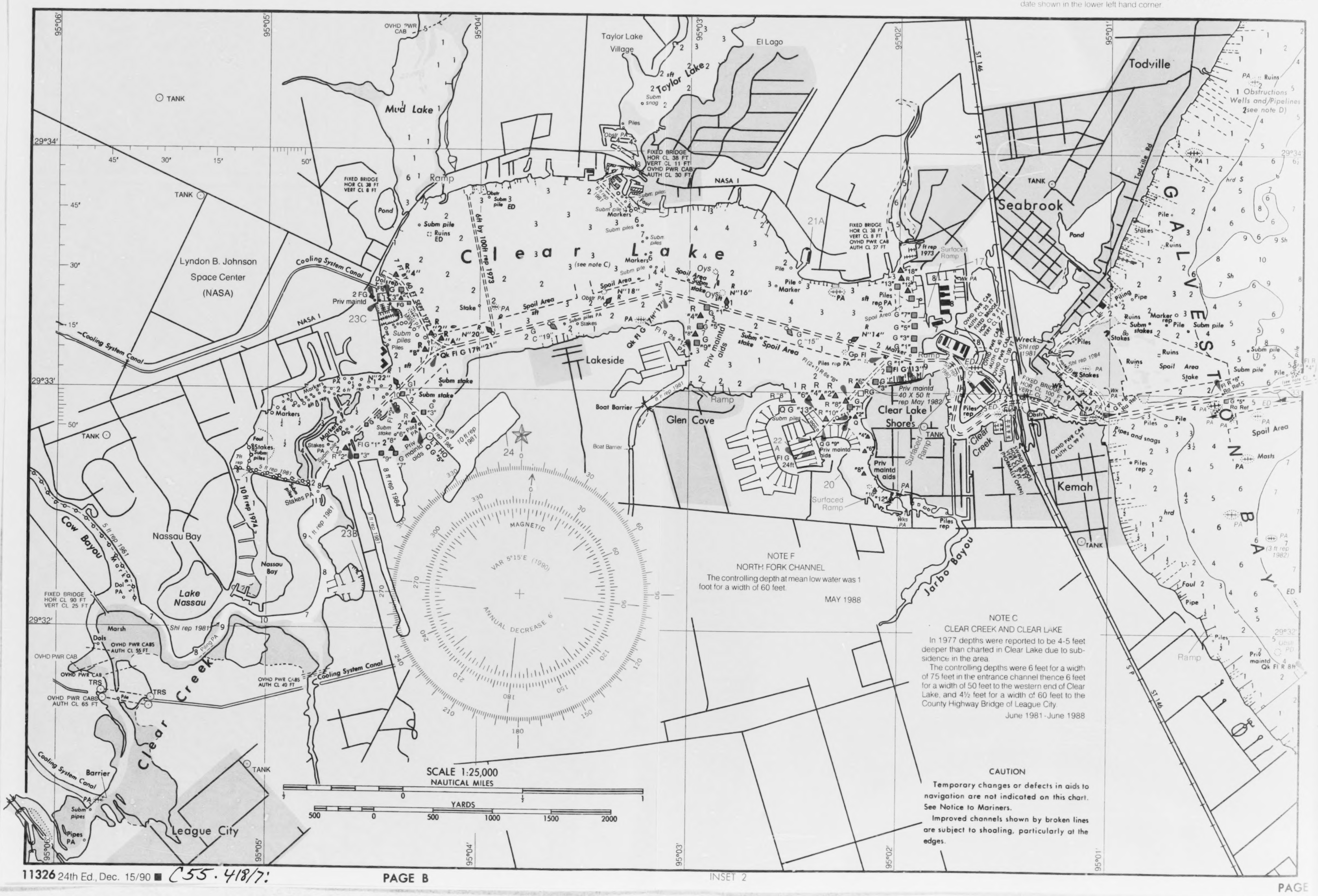
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

Formerly 152-SC 1st Edition

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.


Clear Lake
Taylor Lake Village
Taylor Lake
El Lago
Mud Lake
Lyndon B. Johnson Space Center (NASA)
Cooling System Canal
NASA 1
Lakeside
Glen Cove
Clear Lake Shores
Seabrook
Todville
Kemah
GALVESTON BAY
Nassau Bay
Lake Nassau
Cow Bayou
Clear Creek
Jarbo Bayou
League City
TANK
FIXED BRIDGE HOR CL 38 FT VERT CL 8 FT
FIXED BRIDGE HOR CL 38 FT VERT CL 11 FT OVHD PWR CAB AUTH CL 30 FT
FIXED BRIDGE HOR CL 90 FT VERT CL 25 FT
OVHD PWR CABS AUTH CL 55 FT
OVHD PWR CABS AUTH CL 40 FT
OVHD PWR CABS AUTH CL 65 FT
Spoil Area
Subm piles
Ruins
Markers
Priv maintd aids
Surfaced Ramp
Boat Barrier
Marsh
Barrier
MAGNETIC
VAR 5°15'E (1990)
ANNUAL DECREASE 6'
29°34'
29°33'
29°32'
95°06'
95°05'
95°04'
95°03'
95°02'
95°01'

NOTE F
NORTH FORK CHANNEL

The controlling depth at mean low water was 1 foot for a width of 60 feet.

MAY 1988

NOTE C
CLEAR CREEK AND CLEAR LAKE

In 1977 depths were reported to be 4-5 feet deeper than charted in Clear Lake due to subsidence in the area.

The controlling depths were 6 feet for a width of 75 feet in the entrance channel thence 6 feet for a width of 50 feet to the western end of Clear Lake, and 4½ feet for a width of 60 feet to the County Highway Bridge of League City.

June 1981-June 1988

SCALE 1:25,000
NAUTICAL MILES
YARDS
500 0 500 1000 1500 2000

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

11326 24th Ed., Dec. 15/90 ■ C55.418/7:

PAGE B

INSET 2

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the Defense Mapping Agency Hydrographic/Topographic Center weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Submerged stakes may exist about 700 feet west of and parallel to the centerline of the Houston Ship Channel between Light 53 and Light 59 and 400 feet east of and parallel to the Houston Ship Channel between Light 90 and red nun buoy N 58.

CAUTION

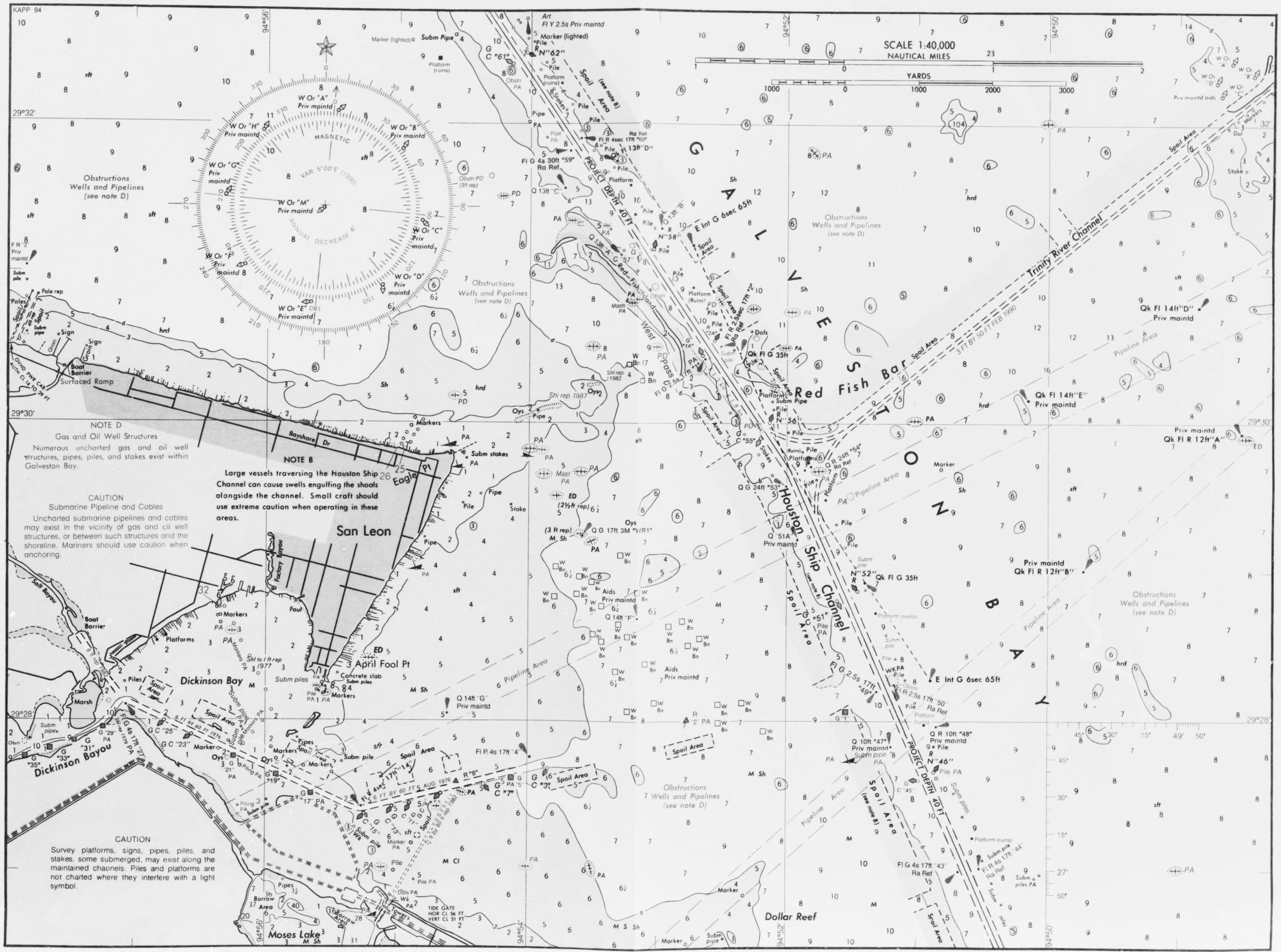
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



KAPP 94
SCALE 1:40,000
NAUTICAL MILES
YARDS
G A L V E S T O N B A Y
Red Fish Bar
Houston Ship Channel
Trinity River Channel
PROJECT DEPTH 40 FT
Spoil Area
Pipeline Area
MAGNETIC
VAR 5°00'E (1990)
ANNUAL DECREASE 6'
Obstructions Wells and Pipelines (see note D)
San Leon
Eagle Pt
Bayshore Dr
Surfaced Ramp
Boat Barrier
Factory Bayou
Salt Bayou
Dickinson Bay
Dickinson Bayou
April Fool Pt
Moses Lake
Dollar Reef
Borrow Area
TIDE GATE
E Int G 6sec 65ft
Qk Fl G 35ft
Qk Fl 14ft "D" Priv maintd
Qk Fl 14ft "E" Priv maintd
Priv maintd Qk Fl R 12ft "A"
Priv maintd Qk Fl R 12ft "B"
29°32'
29°30'
29°28'
94°56'
94°52'
94°50'

NOTE D
Gas and Oil Well Structures

Numerous uncharted gas and oil well structures, pipes, piles, and stakes exist within Galveston Bay.

CAUTION
Submarine Pipeline and Cables

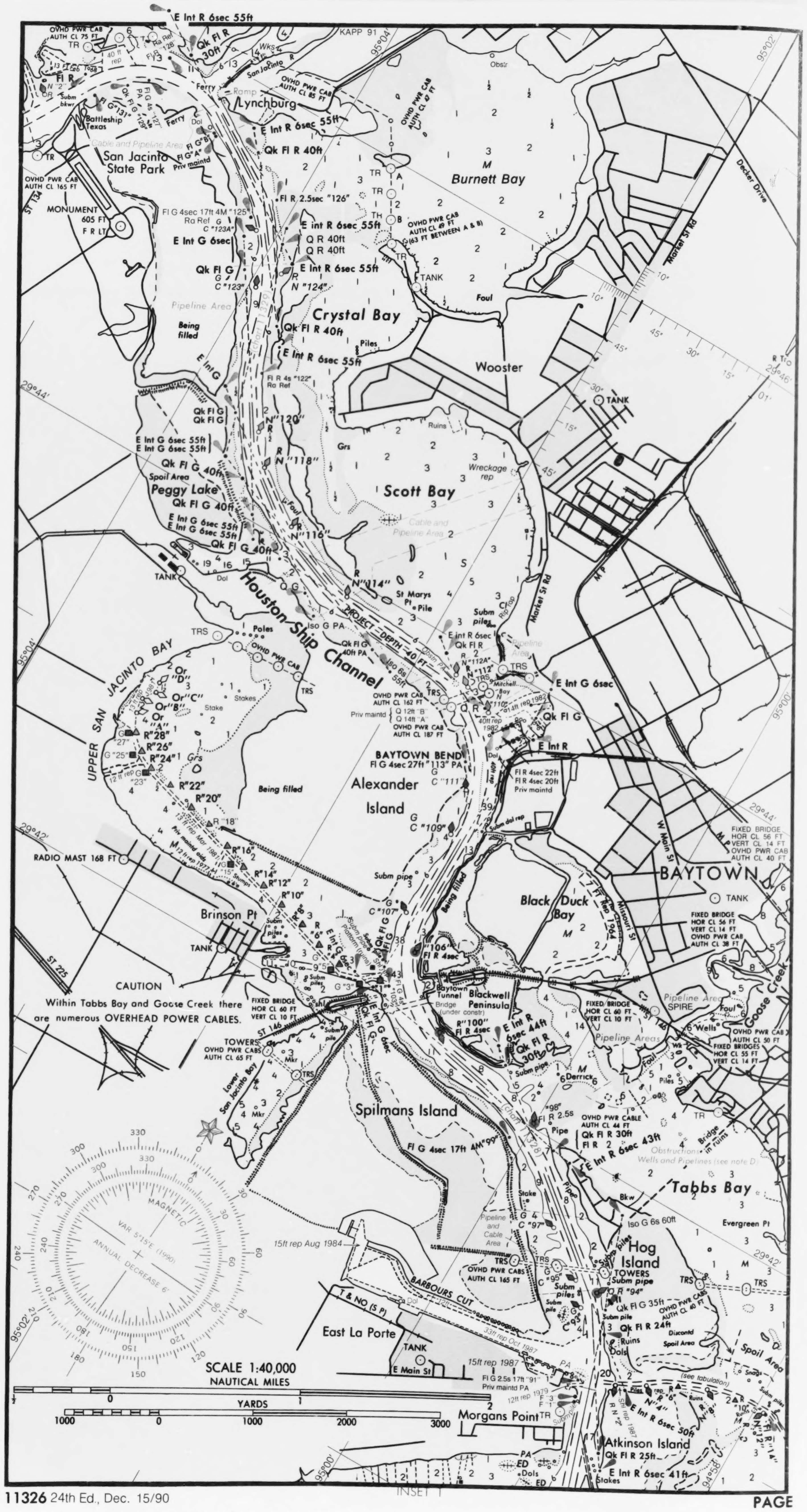
Uncharted submarine pipelines and cables may exist in the vicinity of gas and oil well structures, or between such structures and the shoreline. Mariners should use caution when anchoring.

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.


E Int R 6sec 55ft
Lynchburg
Battleship Texas
San Jacinto State Park
MONUMENT 605 FT F R LT
Burnett Bay
Crystal Bay
Being filled
Wooster
Pipeline Area
Scott Bay
Peggy Lake
Spoil Area
Houston Ship Channel
PROJECT DEPTH 40 FT
St Marys Pt
UPPER SAN JACINTO BAY
BAYTOWN BEND
Alexander Island
Being filled
RADIO MAST 168 FT
Brinson Pt
CAUTION
Within Tabbs Bay and Goose Creek there are numerous OVERHEAD POWER CABLES.
BAYTOWN
Black Duck Bay
Baytown Tunnel
Blackwell Peninsula
Goose Creek
Spilmans Island
Tabbs Bay
Evergreen Pt
Hog Island
BARBOURS CUT
East La Porte
Morgans Point
Atkinson Island
Market St Rd
W Main St
Decker Drive
E Main St
ST 225
ST 146
ST 134
Lower San Jacinto Bay
MAGNETIC
SCALE 1:40,000
NAUTICAL MILES
YARDS
1000
0
1000
2000
3000
29°44'
29°42'
95°04'
95°02'
95°00'

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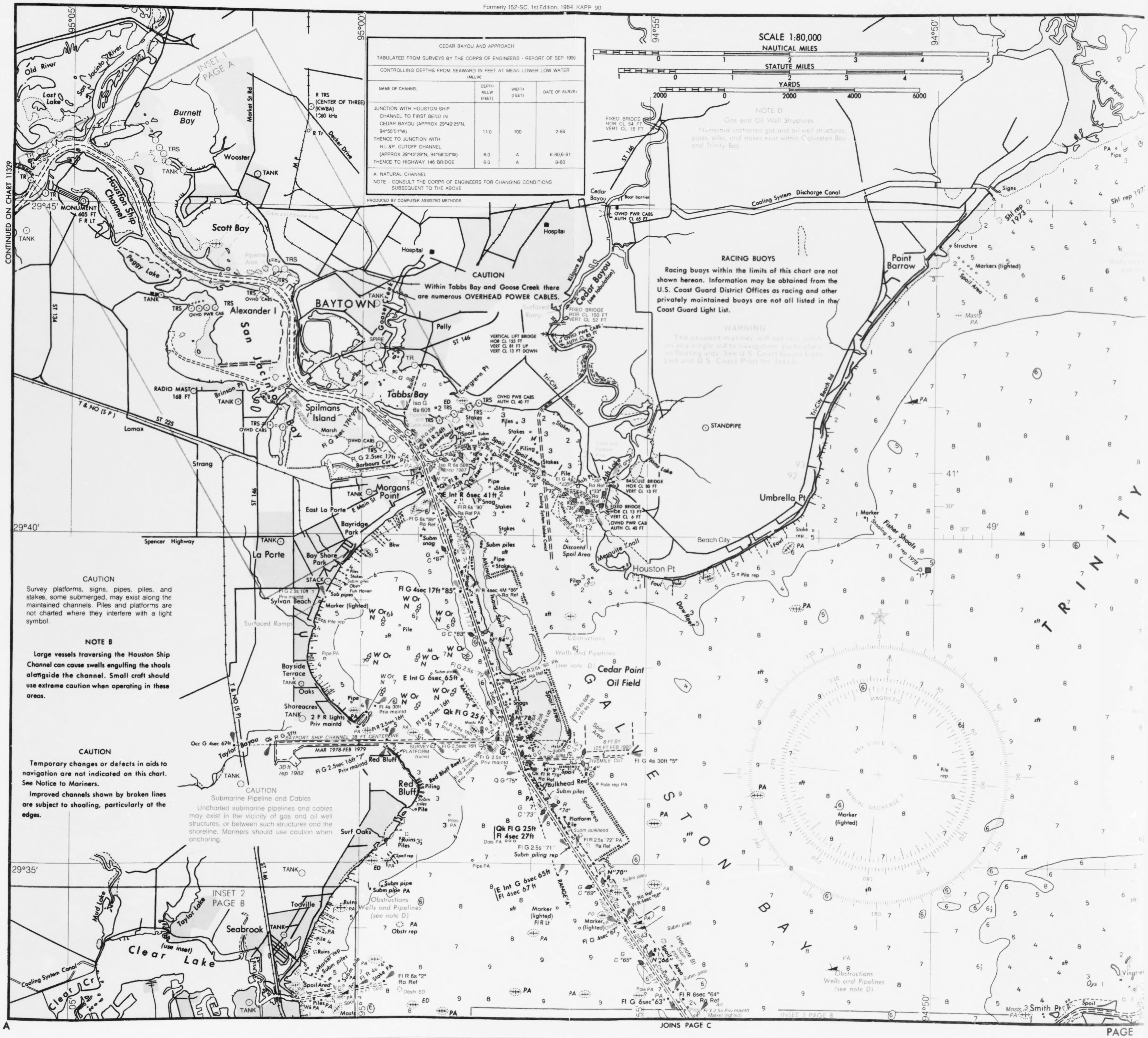
INSET 1

PAGE

Formerly 152-SC, 1st Edition, 1964 KAPP 90


SCALE 1:80,000
NAUTICAL MILES
STATUTE MILES
YARDS
95°05'
95°00'
94°55'
94°50'
29°45'
29°40'
29°35'
INSET 1 PAGE A
INSET 2 PAGE B
INSET 3 PAGE B
Old River
San Jacinto River
Lost Lake
Burnett Bay
Wooster
Houston Ship Channel
MONUMENT 605 FT F R LT
Scott Bay
Peggy Lake
Alexander I
San Jacinto Bay
BAYTOWN
Goose Creek
Pelly
Hospital
Cedar Bayou
Tabbs Bay
Evergreen Pt
Spilmans Island
RADIO MAST 168 FT
Brinson Pt
Lomax
Strang
Barbours Cut
Morgans Point
East La Porte
Bayridge Park
La Porte
Spencer Highway
Bay Shore Park
Sylvan Beach
Bayside Terrace
Shoreacres
Taylor Bayou
BAYPORT SHIP CHANNEL 38 FT CENTERLINE
Red Bluff
Red Bluff Reef
Surf Oaks
Todville
Seabrook
Taylor Lake
Mud Lake
Clear Lake
Clear Cr
Cooling System Canal
Cooling System Discharge Canal
Point Barrow
Umbrella Pt
Beach City
Houston Pt
Mesquite Knoll
Dow Reef
Cedar Point Oil Field
Fisher Shoals
Tri-City Beach Rd
STANDPIPE
GALVESTON BAY
TRINITY
Smith Pt
Vingt-et-un

CEDAR BAYOU AND APPROACH

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF SEP 1990

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
JUNCTION WITH HOUSTON SHIP CHANNEL TO FIRST BEND IN CEDAR BAYOU (APPROX 29°40'25"N, 94°55'51"W)	11.0	100	2-89
THENCE TO JUNCTION WITH H.L.&P. CUTOFF CHANNEL (APPROX 29°42'29"N, 94°56'03"W)	6.0	A	6-80;6-81
THENCE TO HIGHWAY 146 BRIDGE	6.0	A	8-80

A. NATURAL CHANNEL

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

PRODUCED BY COMPUTER ASSISTED METHODS

NOTE D

Gas and Oil Well Structures

Numerous uncharted gas and oil well structures, pipes, piles, and stakes exist within Galveston Bay and Trinity Bay.

CAUTION

Within Tabbs Bay and Goose Creek there are numerous OVERHEAD POWER CABLES.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the Coast Guard Light List.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Submarine Pipeline and Cables

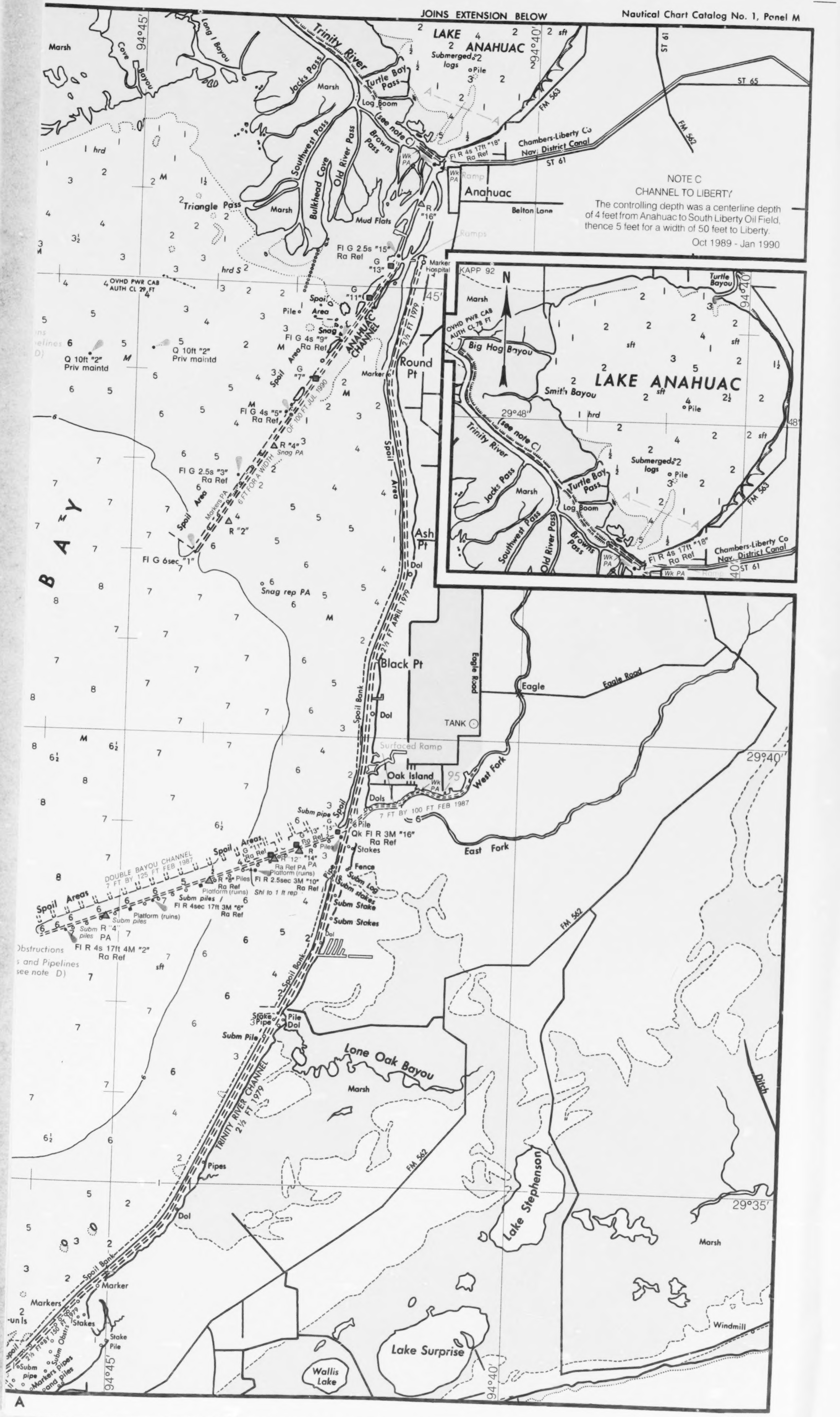
Uncharted submarine pipelines and cables may exist in the vicinity of gas and oil well structures, or between such structures and the shoreline. Mariners should use caution when anchoring.

CONTINUED ON CHART 11329

JOINS PAGE C

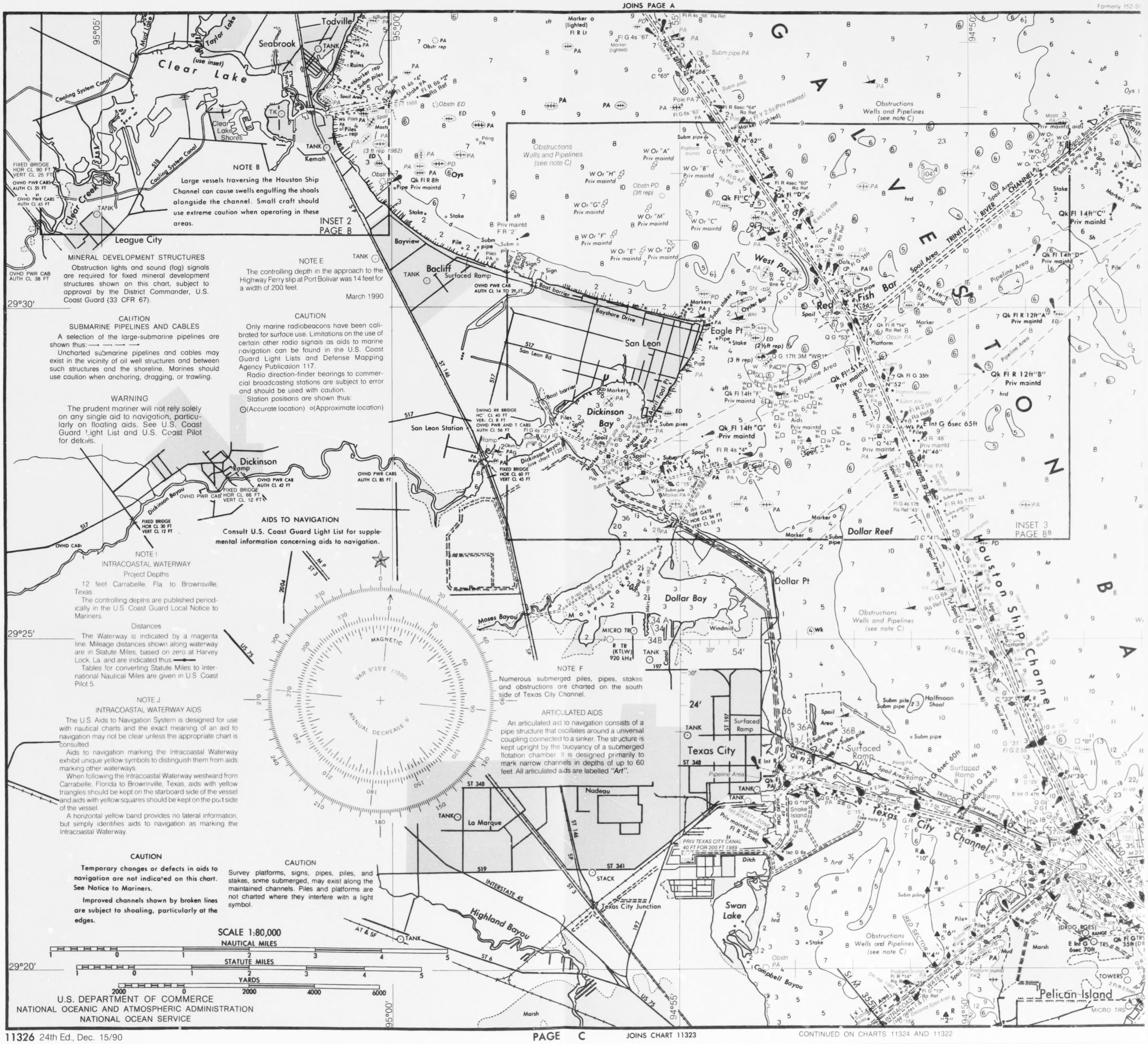
JOINS EXTENSION BELOW

Nautical Chart Catalog No. 1, Panel M


LAKE ANAHUAC
Trinity River
Anahuac
Belton Lane
Chambers-Liberty Co Nav. District Canal
ST 61
ST 65
FM 563
FM 562
NOTE C
CHANNEL TO LIBERTY
The controlling depth was a centerline depth of 4 feet from Anahuac to South Liberty Oil Field, thence 5 feet for a width of 50 feet to Liberty
Oct 1989 - Jan 1990
Turtle Bay Pass
Jacks Pass
Southwest Pass
Old River Pass
Browns Pass
Bulkhead Cove
Triangle Pass
Long Bayou
Cove Bayou
Mud Flats
Marsh
Log Boom
Submerged logs
ANAHUAC CHANNEL
Round Pt
Ash Pt
Black Pt
Oak Island
Eagle
Eagle Road
West Fork
East Fork
TANK
Surfaced Ramp
DOUBLE BAYOU CHANNEL
Spoil Areas
Spoil Bank
TRINITY RIVER CHANNEL
Lone Oak Bayou
Lake Stephenson
Lake Surprise
Wallis Lake
Windmill
Ditch
Big Hog Bayou
Smith Bayou
Turtle Bayou
KAPP 92
BAY
OVHD PWR CAB AUTH CL 29 FT
94°45'
94°40'
29°48'
29°45'
29°40'
29°35'
A

11326

JOINS PAGE A


Formerly 152-S
GALVESTON BAY
Houston Ship Channel
Texas City Channel
Clear Lake
Taylor Lake
Todville
Seabrook
Kemah
Clear Lake Shores
Clear Creek
League City
Cooling System Canal
INSET 2
PAGE B
INSET 3
PAGE B
Bayview
Bacliff
San Leon
Eagle Pt
Dickinson Bay
Dickinson
Dickinson Bayou
San Leon Station
Moses Bayou
Moses Lake
Dollar Bay
Dollar Pt
Dollar Reef
Red Fish Bar
West Pass
Halfmoon Shoal
Texas City
La Marque
Nadeau
Texas City Junction
Highland Bayou
Swan Lake
Campbell Bayou
Pelican Island
Marsh
Snake Island
TRINITY RIVER CHANNEL
INTRACOASTAL WATERWAY
PRIV TEXAS CITY CANAL
40 FT FOR 200 FT 1989
Obstructions
Wells and Pipelines
(see note C)
MAGNETIC
VAR 5°15'E (1990)
ANNUAL DECREASE 6'
29°30'
29°25'
29°20'
95°05'
95°00'
94°55'
94°50'

NOTE B

Large vessels traversing the Houston Ship Channel can cause swells engulfing the shoals alongside the channel. Small craft should use extreme caution when operating in these areas.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION
SUBMARINE PIPELINES AND CABLES

A selection of the large-submarine pipelines are shown thus: —• —• —• —•

Uncharted submarine pipelines and cables may exist in the vicinity of oil well structures and between such structures and the shoreline. Marines should use caution when anchoring, dragging, or trawling.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E

The controlling depth in the approach to the Highway Ferry slip at Port Bolivar was 14 feet for a width of 200 feet.

March 1990

CAUTION

Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOTE I
INTRACOASTAL WATERWAY
Project Depths

12 feet Carrabelle, Fla. to Brownsville, Texas.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along waterway are in Statute Miles, based on zero at Harvey Lock, La. and are indicated thus —•—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

NOTE J
INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, Florida to Brownsville, Texas, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOTE F

Numerous submerged piles, pipes, stakes and obstructions are charted on the south side of Texas City Channel.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "*Art*".

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Survey platforms, signs, pipes, piles, and stakes, some submerged, may exist along the maintained channels. Piles and platforms are not charted where they interfere with a light symbol.

SCALE 1:80,000

NAUTICAL MILES
1 0 1 2 3 4 5

STATUTE MILES
1 0 1 2 3 4 5

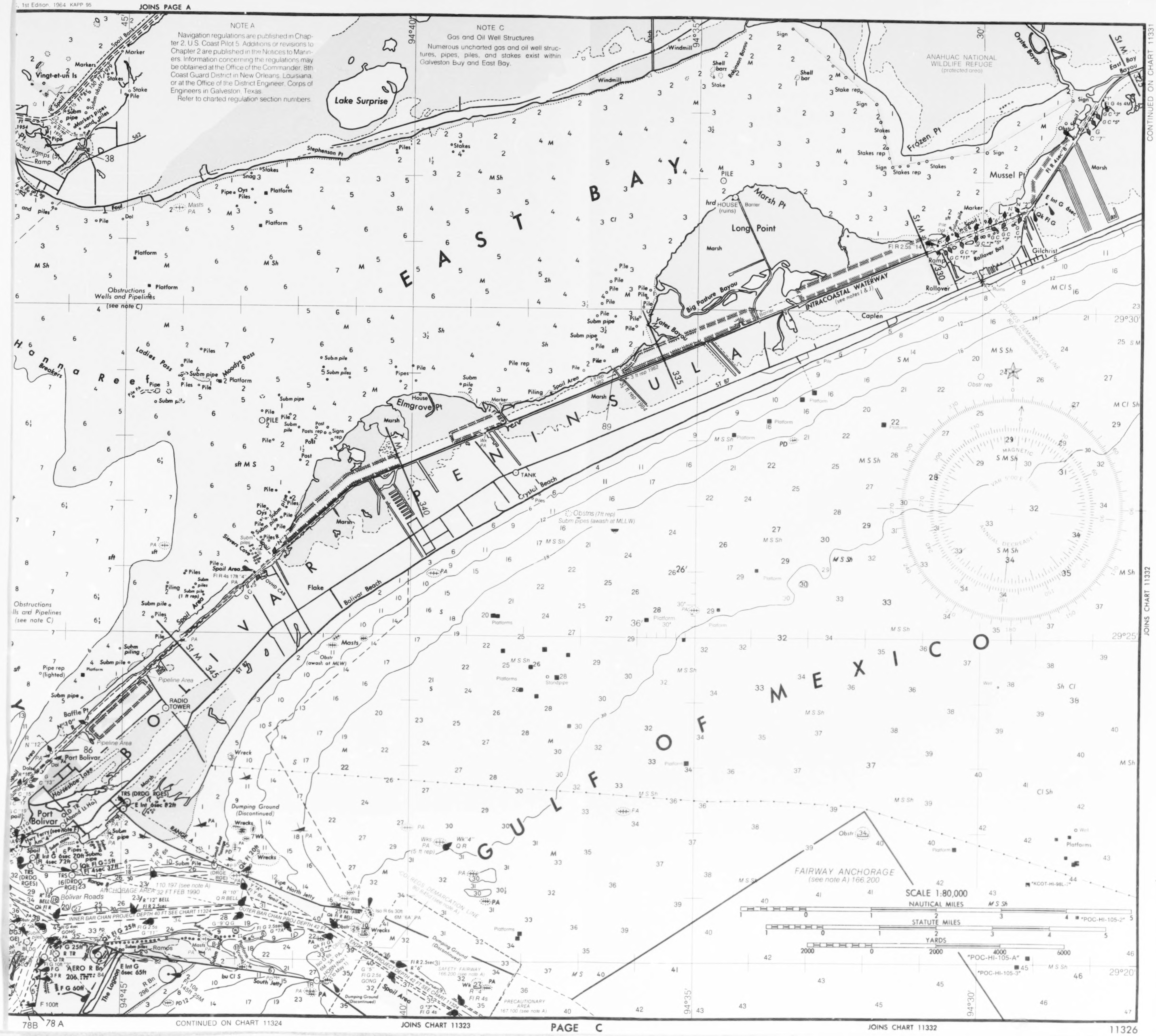
YARDS
2000 0 2000 4000 6000

U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

JOINS CHART 11323

CONTINUED ON CHARTS 11324 AND 11322

JOINS PAGE A



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, Louisiana, or at the Office of the District Engineer, Corps of Engineers in Galveston, Texas.

Refer to charted regulation section numbers.

NOTE C

Gas and Oil Well Structures

Numerous uncharted gas and oil well structures, pipes, piles, and stakes exist within Galveston Bay and East Bay.

EAST BAY
BOLIVAR PENINSULA
GULF OF MEXICO
Lake Surprise
Vingt-et-un Is
Stephenson Pt
Hanna Reef
Ladies Pass
Moody Pass
Elmgrove Pt
Long Point
Marsh Pt
Big Pasture Bayou
Yates Bayou
INTRACOASTAL WATERWAY
Caplen
Crystal Beach
Bolivar Beach
Flake
Rollover
Rollover Bay
Gilchrist
Mussel Pt
Frozen Pt
Oyster Bayou
East Bay Bayou
ANAHUAC NATIONAL WILDLIFE REFUGE (protected area)
Port Bolivar
Horseshoe Lake
Baffle Pt
Bolivar Roads
North Jetty
South Jetty
RADIO TOWER
TANK
Obstructions Wells and Pipelines (see note C)
Dumping Ground (Discontinued)
ANCHORAGE AREA 32 FT FEB 1990
INNER BAR CHAN PROJECT DEPTH 40 FT SEE CHART 11324
OUTER BAR CHAN PROJ DEPTH 42 FT
SAFETY FAIRWAY 166.200 (see note A)
PRECAUTIONARY AREA 167.100 (see note A)
FAIRWAY ANCHORAGE (see note A) 166.200
COLREGS DEMARCATION LINE
MAGNETIC
VAR 5°00'E (1990)
ANNUAL DECREASE 1'
SCALE 1:80,000
NAUTICAL MILES
STATUTE MILES
YARDS
"POC-HI-105-2"
"POC-HI-105-A"
"POC-HI-105-3"
"KCOT-HI-98L"
29°30'
29°25'
29°20'
94°45'
94°40'
94°35'
94°30'

CONTINUED ON CHART 11331

JOINS CHART 11332

CONTINUED ON CHART 11324

JOINS CHART 11323

JOINS CHART 11332

DETERMINATION OF WIND SPEED FROM SEA CONDITION

Wind Speed (knots)	Wind Description	Sea Conditions	Wind Force (Beaufort)	Probable Wave Height (feet)
0-1	Calm	Sea smooth and mirror-like.	0	-
1-3	Light air	Scale-like ripples without foam crests.	1	$\frac{1}{4}$
4-6	Light breeze	Small, short wavelets; crests have a glassy appearance and do not break.	2	$\frac{1}{2}$
7-10	Gentle breeze	Large wavelets; some crests begin to break; foam of glassy appearance. Occasional white foam crests.	3	2
11-16	Moderate breeze	Small waves, becoming longer; fairly frequent white foam crests.	4	4
17-21	Fresh breeze	Moderate waves, taking a more pronounced long form; many white foam crests; there may be some spray.	5	6
22-27	Strong breeze	Large waves begin to form; white foam crests are more extensive everywhere; there may be some spray.	6	10
28-33	Near gale	Sea heaps up and white foam from breaking waves begin to be blown in streaks along the direction of the wind; spindrift begins.	7	14
34-40	Gale	Moderately high waves of greater length; edges of crests break into spindrift; foam is blown in well-marked streaks along the direction of the wind.	8	18

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length, shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels, when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules"

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
E Int equal interval (Iso)
F fixed
Fl flashing
G green
Gp group
IQ interrupted quick
Iso isophase (E Int)
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
Gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21, Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: _ _ _ _ _ _ _ _ _

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

GALVESTON SOUTH JETTY LIGHT

rly 152-SC, 1st Edition, 1964

GALVESTON (Galveston Channel), TEXAS

Predicted times and heights of high and low water-Central Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

JANUARY 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0203	1.1	16	0212	0.8
Tu	1024	-1.0	W	1022	-0.6
	1834	1.3		1828	1.0
	2342	0.9		2323	0.7
2	0312	1.1	17	0300	0.9
W	1113	-0.8	Th	1054	-0.5
	1912	1.2		1847	0.9
				2348	0.6
3	0024	0.8	18	0353	0.8
Th	0418	1.0	F	1130	-0.4
	1202	-0.6		1901	0.9
	1941	1.1			
4	0106	0.6	19	0020	0.5
F	0532	0.9	Sa	0458	0.8
	1248	-0.3		1206	-0.3
	2006	1.0		1912	0.8
5	0155	0.4	20	0052	0.3
Sa	0658	0.7	Su	0612	0.7
	1334	0.0		1243	0.0
	2024	0.9		1921	0.8
6	0249	0.2	21	0137	0.1
Su	0842	0.7	M	0746	0.7
	1421	0.3		1327	0.2
	2036	0.8		1931	0.8
7	0345	0.0	22	0231	-0.1
M	1055	0.7	Tu	0943	0.7
	1524	0.5		1424	0.5
	2045	0.8		1942	0.8
8	0445	-0.2	23	0331	-0.3
Tu	1305	0.8	W	1156	0.8
	1658	0.7		1557	0.7
	2053	0.8		1950	0.8
9	0537	-0.3	24	0434	-0.5
W	1442	0.9	Th	1339	1.0
10	0627	-0.4	25	0540	-0.7
Th	1531	1.0	F	1445	1.2
11	0717	-0.5	26	0641	-0.9
F	1609	1.0	Sa	1533	1.2
12	0803	-0.5	27	0742	-1.0
Sa	1644	1.1	Su	1615	1.3
				2127	0.8
13	0843	-0.6	28	0003	0.9
Su	1713	1.1	M	0835	-1.0
	2224	0.7		1651	1.3
				2155	0.8
14	0027	0.8	29	0126	1.0
M	0918	-0.6	Tu	0927	-1.0
	1742	1.1		1723	1.2
	2243	0.7		2224	0.7
15	0119	0.8	30	0235	1.0
Tu	0951	-0.6	W	1015	-0.8
	1807	1.0		1748	1.1
	2301	0.7		2259	0.5
			31	0341	1.0
			Th	1059	-0.6
				1813	1.0
				2334	0.4

FEBRUARY 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0447	0.9	16	0431	0.9
F	1143	-0.3	Sa	1114	-0.1
	1832	0.9		1742	0.8
				2331	0.2
2	0016	0.2	17	0537	0.9
Sa	0557	0.8	Su	1149	0.1
	1225	-0.1		1749	0.8
	1842	0.8			
3	0059	0.0	18	0006	0.0
Su	0717	0.8	M	0651	0.9
	1300	0.2		1231	0.4
	1852	0.8		1759	0.8
4	0143	-0.1	19	0055	-0.2
M	0853	0.7	Tu	0818	0.9
	1342	0.5		1321	0.6
	1854	0.8		1804	0.9
5	0239	-0.2	20	0149	-0.3
Tu	1103	0.7	W	1011	1.0
	1425	0.6		1424	0.8
	1855	0.8		1812	0.9
6	0339	-0.3	21	0253	-0.4
W	1334	0.8	Th	1217	1.1
	1621	0.7			
	1821	0.8			
7	0446	-0.3	22	0409	-0.5
Th	1443	0.9	F	1337	1.2
8	0551	-0.4	23	0523	-0.6
F	1521	1.0	Sa	1433	1.3
9	0649	-0.4	24	0631	-0.7
Sa	1548	1.0	Su	1512	1.3
				2039	0.9
				2259	1.0
10	0742	-0.5	25	0734	-0.7
Su	1614	1.0	M	1544	1.3
	2130	0.7		2051	0.8
	2336	0.8			
11	0821	-0.5	26	0041	1.0
M	1638	1.0	Tu	0829	-0.6
	2141	0.7		1609	1.2
				2120	0.7
12	0052	0.8	27	0159	1.1
Tu	0857	-0.5	W	0918	-0.5
	1657	1.0		1631	1.1
	2153	0.7		2148	0.5
13	0145	0.9	28	0307	1.1
W	0931	-0.5	Th	1003	-0.3
	1711	1.0		1646	1.0
	2212	0.6		2220	0.3
14	0240	0.9			
Th	1003	-0.4			
	1726	0.9			
	2230	0.5			
15	0333	0.9			
F	1039	-0.3			
	1734	0.9			
	2255	0.3			

MARCH 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0409	1.1	16	0402	1.2
F	1045	0.0	Sa	1027	0.3
	1700	1.0		1615	1.0
	2254	0.1		2218	0.1
2	0512	1.1	17	0502	1.3
Sa	1125	0.2	Su	1106	0.5
	1710	0.9		1621	1.0
	2331	0.0		2253	-0.1
3	0616	1.1	18	0605	1.3
Su	1200	0.5	M	1152	0.7
	1718	0.9		1629	1.0
				2336	-0.2
4	0008	-0.1	19	0717	1.3
M	0725	1.0	Tu	1238	0.9
	1239	0.7		1637	1.1
	1723	0.9			
5	0051	-0.1	20	0022	-0.3
Tu	0851	1.0	W	0839	1.3
	1318	0.8		1339	1.1
	1724	1.0		1648	1.2
6	0137	-0.1	21	0125	-0.3
W	1042	1.0	Th	1023	1.4
	1357	0.9			
	1718	1.0			
7	0237	-0.1	22	0231	-0.3
Th	1319	1.0	F	1159	1.4
8	0354	-0.1	23	0346	-0.3
F	1406	1.1	Sa	1305	1.4
9	0509	-0.1	24	0507	-0.3
Sa	1438	1.1	Su	1348	1.4
				1942	1.0
				2148	1.1
10	0614	-0.1	25	0619	-0.2
Su	1503	1.2	M	1420	1.4
				1954	0.9
				2356	1.1
11	0706	-0.1	26	0721	-0.1
M	1521	1.2	Tu	1442	1.3
	2038	0.9		2018	0.7
	2358	1.0			
12	0752	-0.2	27	0126	1.2
Tu	1536	1.1	W	0818	0.0
	2046	0.8		1504	1.2
				2043	0.5
13	0111	1.0	28	0235	1.3
W	0831	-0.1	Th	0907	0.2
	1551	1.1		1518	1.2
	2101	0.7		2112	0.3
14	0206	1.1	29	0337	1.4
Th	0909	0.0	F	0953	0.4
	1559	1.1		1530	1.1
	2123	0.5		2147	0.1
15	0306	1.2	30	0437	1.4
F	0948	0.1	Sa	1035	0.6
	1607	1.0		1539	1.1
	2148	0.3		2216	0.0
			31	0533	1.4
			Su	1115	0.8
				1547	1.1
				2251	0.0

APRIL 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0627	1.4	16	0626	1.7
M	1157	1.0	Tu	1200	1.2
	1549	1.1		1520	1.3
	2327	-0.1		2315	-0.3
2	0727	1.4	17	0734	1.7
Tu	1233	1.1	W	1259	1.2
	1559	1.2		1531	1.3
3	0005	0.0	18	0007	-0.4
W	0830	1.3	Th	0847	1.7
	1315	1.1			
	1557	1.2			
4	0051	0.0	19	0107	-0.3
Th	1006	1.3	F	1007	1.6
5	0146	0.1	20	0213	-0.2
F	1151	1.3	Sa	1118	1.6
6	0253	0.2	21	0330	-0.1
Sa	1253	1.3	Su	1207	1.5
7	0409	0.2	22	0445	0.1
Su	1318	1.3	M	1243	1.5
				1843	0.9
				2300	1.1
8	0518	0.2	23	0557	0.3
M	1347	1.3	Tu	1311	1.4
	1940	0.9		1911	0.7
	2227	1.0			
9	0617	0.2	24	0045	1.2
Tu	1358	1.3	W	0707	0.4
	1941	0.9		1329	1.3
				1940	0.5
10	0012	1.1	25	0205	1.4
W	0713	0.3	Th	0808	0.6
	1414	1.2		1344	1.2
	1950	0.7		2012	0.3
11	0126	1.2	26	0311	1.5
Th	0803	0.4	F	0901	0.8
	1424	1.2		1355	1.2
	2011	0.5		2043	0.1
12	0227	1.4	27	0407	1.6
F	0848	0.5	Sa	0953	1.0
	1432	1.2		1403	1.2
	2036	0.3		2115	0.0
13	0326	1.5	28	0459	1.6
Sa	0934	0.6	Su	1043	1.1
	1440	1.1		1413	1.2
	2111	0.1		2147	-0.1
14	0425	1.6	29	0548	1.6
Su	1021	0.8	M	1125	1.1
	1452	1.2		1418	1.2
	2147	-0.1		2223	-0.1
15	0524	1.7	30	0637	1.6
M	1110	1.0	Tu	1204	1.2
	1501	1.2		1425	1.3
	2229	-0.3		2254	-0.1

MAY 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0725	1.5	16	0736	1.8
W	2333	0.0	Th	2356	-0.5
2	0818	1.5	17	0833	1.7
Th			F		
3	0015	0.0	18	0052	-0.3
F	0927	1.4	Sa	0929	1.6
4	0104	0.1	19	0155	-0.1
Sa	1024	1.4	Su	1014	1.5
				1633	1.0
				1909	1.1
5	0157	0.2	20	0300	0.1
Su	1116	1.4	M	1051	1.4
				1718	0.8
				2136	1.0
6	0301	0.3	21	0412	0.4
M	1148	1.4	Tu	1119	1.3
				1757	0.6
				2348	1.1
7	0412	0.4	22	0531	0.6
Tu	1207	1.3	W	1141	1.2
	1827	0.9		1832	0.3
	2240	1.0			
8	0521	0.5	23	0130	1.2
W	1221	1.3	Th	0654	0.8
	1839	0.7		1159	1.2
				1909	0.1
9	0029	1.1	24	0244	1.4
Th	0630	0.6	F	0804	1.0
	1236	1.2		1210	1.2
	1900	0.5		1944	-0.1
10	0143	1.3	25	0340	1.5
F	0736	0.8	Sa	0918	1.1
	1245	1.2		1220	1.2
	1929	0.2		2020	-0.2
11	0249	1.5	26	0432	1.6
Sa	0838	0.9	Su	1021	1.1
	1257	1.2		1222	1.2
	2004	-0.1		2052	-0.2
12	0347	1.7	27	0517	1.6
Su	0935	1.0	M	2127	-0.2
	1312	1.2			
	2043	-0.3			
13	0440	1.8	28	0559	1.6
M	1031	1.2	Tu	2202	-0.2
	1331	1.3			
	2125	-0.4			
14	0539	1.8	29	0638	1.5
Tu	1124	1.2	W	2237	-0.2
	1355	1.3			
	2214	-0.5			
15	0635	1.8	30	0717	1.5
W	1218	1.3	Th	2312	-0.1
	1427	1.4			
	2302	-0.5			
			31	0757	1.4
			F	2347	-0.1

JUNE 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0833	1.4	16	0038	-0.3
Sa			Su	0831	1.5
				1424	0.9
				1808	1.0
2	0027	0.0	17	0128	[illegible]
Su	0908	1.4	M	0903	1.3
				1520	0.7
3	0112	0.1	18	0224	0.3
M	0939	1.3	Tu	0927	1.2
				1615	0.4
				2217	0.9
4	0200	0.3	19	0334	0.6
Tu	1001	1.2	W	0945	1.2
	1639	0.8		1704	0.2
	2023	0.9			
5	0259	0.5	20	0027	1.1
W	1019	1.2	Th	0459	0.9
	1701	0.6		0957	1.1
	2255	0.9		1751	0.0
6	0415	0.7	21	0207	1.2
Th	1032	1.1	F	0652	1.0
	1733	0.3		1003	1.1
				1834	-0.2
7	0044	1.1	22	0315	1.4
F	0551	0.8	Sa	1917	-0.3
	1044	1.1			
	1815	0.1			
8	0204	1.3	23	0405	1.5
Sa	0721	1.0	Su	1959	-0.3
	1059	1.1			
	1855	-0.2			
9	0307	1.5	24	0443	1.5
Su	0839	1.1	M	2038	-0.4
	1117	1.2			
	1937	-0.4			
10	0403	1.7	25	0521	1.5
M	2027	-0.6	Tu	2114	-0.4
11	0452	1.8	26	0553	1.5
Tu	2113	-0.7	W	2149	-0.3
12	0544	1.8	27	0624	1.4
W	2204	-0.8	Th	2221	-0.3
13	0633	1.8	28	0651	1.4
Th	1201	1.2	F	2256	-0.3
	1421	1.3			
	2252	-0.7			
14	0717	1.7	29	0715	1.4
F	1246	1.2	Sa	1254	1.0
	1523	1.3		1454	1.1
	2345	-0.6		2325	-0.2
15	0759	1.6	30	0736	1.3
Sa	1335	1.1	Su	1327	0.9
	1639	1.2		1556	1.0

JULY 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0000	-0.1	16	0100	0.2
M	0758	1.2	Tu	0746	1.2
	1355	0.8		1424	0.3
	1712	0.9		2029	1.0
2	0034	0.1	17	0151	0.6
Tu	0813	1.2	W	0757	1.2
	1427	0.7		1511	0.1
	1848	0.8		2242	1.0
3	0115	0.3	18	0247	0.9
W	0821	1.1	Th	0802	1.1
	1506	0.5		1610	0.0
	2057	0.8			
4	0206	0.6	19	0109	1.1
Th	0831	1.1	F	0424	1.0
	1554	0.2		0751	1.1
	2318	0.9		1707	-0.1
5	0322	0.8	20	0242	1.3
F	0839	1.1	Sa	1803	-0.2
	1640	0.0			
6	0118	1.2	21	0328	1.4
Sa	0512	1.0	Su	1856	-0.3
	0850	1.1			
	1734	-0.3			
7	0227	1.4	22	0406	1.4
Su	1827	-0.5	M	1942	-0.3
8	0319	1.5	23	0434	1.4
M	1923	-0.7	Tu	2025	-0.3
9	0408	1.7	24	0506	1.4
Tu	2014	-0.8	W	2102	-0.3
10	0451	1.7	25	0525	1.4
W	2107	-0.8	Th	1057	1.0
				1259	1.1
				2134	-0.3
11	0531	1.7	26	0546	1.4
Th	1053	1.2	F	1112	1.0
	1333	1.3		1358	1.1
	2157	-0.8		2206	-0.2
12	0606	1.6	27	0605	1.4
F	1122	1.1	Sa	1130	1.0
	1449	1.3		1451	1.1
	2243	-0.6		2234	-0.1
13	0638	1.5	28	0623	1.3
Sa	1200	1.0	Su	1145	0.9
	1602	1.2		1546	1.1
	2332	-0.4		2306	0.0
14	0706	1.4	29	0631	1.3
Su	1243	0.8	M	1210	0.8
	1719	1.1		1645	1.0
				2338	0.2
15	0018	-0.1	30	0642	1.2
M	0728	1.3	Tu	1242	0.6
	1331	0.5		1800	1.0
	1847	1.0			
			31	0010	0.4
			W	0646	1.2
				1321	0.4
				1930	1.0

AUGUST 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0045	0.6	16	0154	1.1
Th	0652	1.2	F	0617	1.3
	1403	0.2		1519	0.1
	2119	1.0			
2	0128	0.9	17	0430	1.3
F	0700	1.2	Sa	1625	0.0
	1500	0.0			
	2350	1.2			
3	0236	1.1	18	0254	1.5
Sa	0658	1.2	Su	1729	0.0
	1600	-0.1			
4	0142	1.4	19	0321	1.5
Su	1706	-0.3	M	1830	0.0
5	0240	1.5	20	0341	1.5
M	1812	-0.5	Tu	1922	0.0
6	0317	1.7	21	0403	1.5
Tu	1912	-0.6	W	2003	0.0
7	0355	1.7	22	0422	1.5
W	2004	-0.6	Th	0949	1.2
				1233	1.3
				2040	0.0
8	0427	1.7	23	0436	1.5
Th	0942	1.2	F	0957	1.1
	1249	1.4		1335	1.3
	2100	-0.6		2115	0.0
9	0456	1.6	24	0451	1.5
F	1007	1.1	Sa	1009	1.0
	1409	1.4		1430	1.3
	2146	-0.4		2148	0.1
10	0521	1.6	25	0502	1.4
Sa	1043	0.9	Su	1031	0.9
	1521	1.4		1526	1.3
	2235	-0.2		2217	0.3
11	0543	1.5	26	0510	1.4
Su	1115	0.7	M	1049	0.8
	1634	1.3		1623	1.3
	2316	0.1		2249	0.4
12	0601	1.4	27	0516	1.4
M	1157	0.5	Tu	1118	0.6
	1747	1.3		1723	1.3
	2358	0.4		2321	0.6
13	0614	1.3	28	0521	1.3
Tu	1239	0.3	W	1153	0.4
	1908	1.2		1832	1.3
14	0037	0.7	29	0001	0.9
W	0619	1.3	Th	0526	1.4
	1326	0.2		1231	0.3
	2044	1.2		1954	1.4
15	0112	1.0	30	0037	1.1
Th	0627	1.3	F	0530	1.4
	1415	0.1		1322	0.1
	2301	1.2		2151	1.4
			31	0119	1.3
			Sa	0538	1.5
				1422	0.0

SEPTEMBER 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0005	1.5	16	0215	1.6
Su	0258	1.4	M	1649	0.3
	0524	1.5			
	1532	-0.1			
2	0131	1.7	17	0232	1.6
M	1646	-0.1	Tu	1754	0.3
3	0220	1.8	18	0250	1.7
Tu	1756	-0.2	W	1848	0.3
4	0248	1.8	19	0305	1.6
W	1858	-0.2	Th	0845	1.3
				1138	1.4
				1932	0.3
5	0317	1.8	20	0319	1.6
Th	0838	1.3	F	0846	1.2
	1202	1.5		1255	1.4
	1957	-0.1		2011	0.4
6	0342	1.7	21	0331	1.6
F	0900	1.2	Sa	0858	1.1
	1331	1.5		1401	1.5
	2048	0.0		2049	0.5
7	0400	1.7	22	0338	1.6
Sa	0932	1.0	Su	0920	0.9
	1445	1.6		1457	1.5
	2137	0.2		2125	0.6
8	0419	1.6	23	0347	1.5
Su	1003	0.7	M	0943	0.8
	1554	1.6		1553	1.6
	2219	0.5		2203	0.8
9	0433	1.5	24	0352	1.5
M	1039	0.5	Tu	1008	0.6
	1701	1.6		1649	1.7
	2304	0.7		2242	1.0
10	0443	1.5	25	0400	1.5
Tu	1114	0.4	W	1040	0.4
	1807	1.6		1748	1.7
	2343	1.0		2321	1.2
11	0451	1.5	26	0405	1.5
W	1155	0.3	Th	1116	0.2
	1919	1.6		1857	1.7
12	0019	1.2	27	0000	1.4
Th	0456	1.5	F	0413	1.6
	1237	0.2		1202	0.1
	2046	1.5		2020	1.7
13	0054	1.4	28	0048	1.5
F	0457	1.5	Sa	0421	1.6
	1327	0.2		1254	0.1
	2256	1.5		2156	1.8
14	0130	1.4	29	0157	1.6
Sa	0447	1.5	Su	0425	1.7
	1423	0.3		1400	0.1
				2342	1.8
15	0142	1.6	30	1511	0.1
Su	1534	0.3	M		

OCTOBER 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0045	1.9	16	0112	1.7
Tu	1627	0.1	W	1658	0.5
2	0124	1.9	17	0130	1.6
W	1740	0.2	Th	1757	0.6
3	0153	1.8	18	0145	1.6
Th	0734	1.4	F	0742	1.2
	1108	1.5		1154	1.4
	1845	0.3		1850	0.6
4	0218	1.8	19	0156	1.6
F	0756	1.2	Sa	0746	1.0
	1249	1.6		1312	1.4
	1944	0.4		1942	0.7
5	0236	1.7	20	0204	1.5
Sa	0826	0.9	Su	0808	0.8
	1410	1.6		1417	1.6
	2036	0.6		2025	0.8
6	0251	1.6	21	0212	1.5
Su	0855	0.7	M	0833	0.6
	1520	1.7		1516	1.7
	2129	0.8		2114	1.0
7	0304	1.6	22	0219	1.5
M	0930	0.5	Tu	0858	0.4
	1624	1.8		1612	1.8
	2215	1.0		2157	1.1
8	0315	1.5	23	0230	1.5
Tu	1006	0.3	W	0933	0.2
	1723	1.8		1708	1.9
	2254	1.2		2242	1.3
9	0323	1.5	24	0240	1.5
W	1041	0.2	Th	1012	0.0
	1822	1.8		1809	1.9
	2334	1.4		2326	1.4
10	0332	1.6	25	0256	1.6
Th	1117	0.2	F	1055	-0.1
	1924	1.8		1912	1.9
11	0013	1.5	26	0018	1.5
F	0339	1.6	Sa	0317	1.6
	1159	0.2		1147	-0.1
	2044	1.7		2027	1.9
12	0048	1.5	27	0114	1.6
Sa	0344	1.6	Su	0336	1.7
	1245	0.3		1241	-0.1
	2213	1.7		2143	1.8
13	1339	0.3	28	1343	0.0
Su	2357	1.7	M	2250	1.8
14	1440	0.4	29	1449	0.1
M			Tu	2336	1.8
15	0051	1.7	30	1604	0.2
Tu	1550	0.5	W		
			31	0015	1.7
			Th	0613	1.2
				0954	1.3
				1717	0.4

NOVEMBER 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0041	1.6	16	0004	1.3
F	0647	1.0	Sa	0625	0.8
	1202	1.4		1204	1.1
	1826	0.6		1801	0.7
2	0102	1.5	17	0017	1.3
Sa	0719	0.7	Su	0654	0.6
	1334	1.5		1329	1.3
	1933	0.8		1909	0.8
3	0118	1.5	18	0025	1.2
Su	0752	0.4	M	0716	0.3
	1448	1.6		1435	1.4
	2034	1.0		2011	1.0
4	0132	1.4	19	0039	1.2
M	0827	0.2	Tu	0751	0.1
	1554	1.7		1535	1.6
	2130	1.1		2107	1.1
5	0145	1.4	20	0052	1.3
Tu	0903	0.1	W	0830	-0.2
	1649	1.8		1630	1.7
	2215	1.3		2157	1.2
6	0155	1.4	21	0113	1.3
W	0938	0.0	Th	0912	-0.3
	1741	1.8		1723	1.8
	2301	1.4		2250	1.3
7	0208	1.5	22	0139	1.4
Th	1013	0.0	F	0957	-0.5
	1830	1.7		1821	1.8
	2341	1.4		2332	1.3
8	0219	1.5	23	0216	1.4
F	1053	0.0	Sa	1045	-0.5
	1925	1.7		1917	1.7
9	0013	1.4	24	0018	1.4
Sa	0233	1.5	Su	0250	1.5
	1132	0.0		1136	-0.5
	2024	1.6		2012	1.7
10	1213	0.1	25	0114	1.3
Su	2124	1.5	M	0344	1.4
				1230	-0.4
				2105	1.6
11	1259	0.2	26	0223	1.2
M	2224	1.5	Tu	0449	1.3
				1327	-0.2
				2148	1.5
12	1348	0.3	27	0336	1.1
Tu	2306	1.5	W	0622	1.2
				1428	0.0
				2223	1.4
13	1447	0.4	28	0427	0.9
W	2332	1.4	Th	0833	1.0
				1535	0.3
				2246	1.3
14	1545	0.5	29	0516	0.6
Th	2350	1.4	F	1052	1.0
				1648	0.5
				2314	1.2
15	0621	1.0	30	0559	0.3
F	1000	1.1	Sa	1245	1.1
	1651	0.6		1810	0.8
				2332	1.2

DECEMBER 1991

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0644	0.1	16	0555	0.0
Su	1414	1.3	M	1342	1.1
	1930	0.9		1850	0.8
	2348	1.1		2239	0.9
2	0724	-0.1	17	0637	-0.3
M	1523	1.4	Tu	1451	1.2
	2047	1.0		2004	0.9
				2300	1.0
3	0002	1.1	18	0722	-0.5
Tu	0803	-0.3	W	1543	1.4
	1619	1.5		2114	1.0
	2150	1.1		2335	1.1
4	0019	1.2	19	0809	-0.7
W	0842	-0.3	Th	1639	1.5
	1708	1.5		2200	1.0
	2236	1.1			
5	0037	1.2	20	0017	1.1
Th	0924	-0.4	F	0859	-0.8
	1753	1.5		1724	1.5
				2239	1.1
6	1001	-0.4	21	0115	1.2
F	1832	1.4	Sa	0947	-0.9
				1813	1.5
				2314	1.1
7	1038	-0.3	22	0208	1.2
Sa	1914	1.4	Su	1039	-0.9
				1855	1.4
				2353	1.0
8	1112	-0.3	23	0313	1.2
Su	1957	1.3	M	1128	-0.8
				1935	1.3
9	0043	1.0	24	0042	0.9
M	0243	1.1	Tu	0422	1.1
	1151	-0.2		1216	-0.6
	2029	1.2		2007	1.2
10	1227	-0.1	25	0130	0.7
Tu	2057	1.2	W	0545	0.9
				1309	-0.3
				2035	1.1
11	1306	0.0	26	0228	0.5
W	2122	1.1	Th	0720	0.8
				1401	0.0
				2100	1.0
12	0319	0.8	27	0325	0.2
Th	0536	0.9	F	0919	0.8
	1348	0.1		1500	0.3
	2141	1.1		2116	0.9
13	0402	0.7	28	0421	0.0
F	0746	0.8	Sa	1132	0.8
	1439	0.3		1622	0.6
	2159	1.0		2135	0.9
14	0437	0.5	29	0518	-0.2
Sa	1014	0.8	Su	1327	1.0
	1545	0.5		1809	0.8
	2212	1.0		2144	0.9
15	0513	0.3	30	0610	-0.4
Su	1215	0.9	M	1446	1.1
	1712	0.7			
	2226	0.9			
			31	0700	-0.5
			Tu	1545	1.2

Time meridian 90 W. 0000 is midnight. 1200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.
On days when the tide is diurnal, high water has an approximate stand of about 7 hours.
Predictions are for beginning of stand.

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